

CLEVELAND
JUNE 30
1885

THE MARINE RECORD

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. VII. NO. 26.

CLEVELAND, O., JUNE 25, 1885.

\$2.00 PER ANNUM
SINGLE COPIES 5 CENTS

AROUND THE LAKES.

LIGHTHOUSE NOTICE.

Notice is hereby given that on and after July 1, 1885, a fixed white light of the 3d order will again be shown from the stone tower, situated on the high bluff of the lake shore, to the eastward and just outside of Erie harbor, Pa.

The apparatus is arranged to illuminate 180 degrees of the horizon, between the bearings E. N. E. $\frac{1}{2}$ E. by northward to W. S. W. $\frac{1}{2}$ W., but the light is obscured through the greater part of the arc between N. W. by W. $\frac{1}{2}$ W. and W. $\frac{1}{2}$ N. by woods on Presque'ile.

The focal plane is 128 feet above mean lake level.

The light should be seen in clear weather from the deck of a vessel 10 feet above the lake, 19 miles.

By order of the lighthouse board.

STEPHEN C. ROWAN,
Vice Admiral U. S. Navy, Chairman.
Office of Lighthouse Board, Washington, D. C.,
June 17, 1885.

CLEVELAND.

In consequence of the strong current in the river several slight collisions occurred during the week.

The yacht Cora, Captain Geo. Disbrow, went out with the New York yacht Winona and did her up in good shape.

The steam yacht Twilight, Captain James W. Williams, was in port to-day. The Twilight is as bright as usual.

Captain A. Cuson has been appointed master of the propeller Missouri vice Captain Nelson resigned.

Captain Thomas Dwyer, of the tug S. S. Stone rescued four yachtsmen from the water on Sunday. They had been enjoying a sail in the yacht Lillie, which capsized and spilled them out.

The steamer J. H. Devereux made the round trip, Cleveland to Chicago, with 1,218 net tons of coal, and returning via Escanaba where she took on 1,172 gross tons of ore, thus demonstrating both her speed and carrying capacity.

The propeller Republic, Captain Wm. Mack, came into port with but one engine working, the rod on the other having let go. The damage will be made good at the Globe Works. Captain Mack and the Republic are making a good record this season for quick round trips.

At Globe dry dock the steambarge Ohio Captain J. C. Estes, had her butts searched and calked and her rudder fixed; the barge Matilda got six new frames forward and eighteen strakes of plank on the outside, an entire new ceiling inside and two new breast-hooks at a cost of about \$300. The schooner S. H. Foster had a leak stopped.

During the storm of Saturday and Sunday night four yachts, anchored inside the breakwater, were driven ashore and the Belle and Mary G. pounded to pieces. Loss about \$300. The yacht Rover was pulled off the beach by aid of the tug C. E. Bolton and the life-savers. Her starboard side is badly damaged. The New York yacht Winona was obliged to put back for shelter.

The tug American Eagle, owned by Captain E. Dahlke, while lying inside the breakwater last Friday night caught fire from the explosion of a lamp in the engine room and burned. Her machinery was not damaged to any great extent. She was put ashore up the old river bed. A survey will be held to-morrow. The American Eagle was built in Buffalo by Carroll in 1865, and rebuilt in 1879, and measured forty-six tons. She was valued at \$4,000 and was insured against fire for \$2,700. She had good power and was one of the liveliest tugs in the harbor.

Captain Hugh McEachran, of the steamer Havana, one of the best known captains on the lakes, returned to his home from Chicago last Sunday, dangerously ill, and has been unconscious at times since. Captain Hugh has sailed for Mr. Hanna many years, and has been an honored master with the Cleveland Transportation Company since its organization. Temporary changes have been made in the fleet, Captain James Condon going on the Havana, and Captain Goodsell filling the vacancy on the Vienna, leaving the Verona in charge of the mate.

The Onoko, with the largest net cargo of ore ever floated on the lakes, 3078 tons, Escanaba to Ashtabula, landed it at the latter port on Friday on the Lake Shore docks without experiencing any difficulty from lack of water. This is a good commentary on both the harbor and propeller.

Charles Bill, son of Earl Bill, and long deputy United States commissioner at this port, has been appointed clerk of the United States District court for this district vice Earl Bill, who died on the 26th of May. Mr. Charles Bill, by virtue of many years experience and close attention to details, is thoroughly fitted to attend to all the duties pertaining to the office.

The barge Sylvia Morton was sold at the United States marshal's office last Friday morning. She was purchased by Patrick McTigue for \$240. This amount is not enough to pay the claims and costs against the boat. The Morton was purchased a short time ago of Glynn & Forest, lawyers of East Saginaw, by A. J. Helbing, who agreed to pay \$9,000 for her. He gave a note for \$250, indorsed by a responsible party, and a mortgage on the boat for the balance. After coming to Cleveland Helbing evidently could not meet his expenses, and he abandoned the barge. By the sale the mortgage held by the East Saginaw men is cut off, and their only resort is to collect the amount the note calls for from the indorser.

MILWAUKEE.

Special to the Marine Record.

June 22.—The final trial of the revenue cutter Andy Johnson, which has been undergoing repairs at Wolf & Davidson's Milwaukee shipyard during the winter, was made on the 16th. The trip was entirely satisfactory, and the boat will be turned over to the government authorities immediately.

June 24.—The work on the schooner Butts is being pushed forward as fast as possible and is fast nearing completion. She has an entire new keel, very nearly all new bottom, some new frames and futtocks, part new center-board box, some new deck, a thorough recaulking all over inside and out, and will be as staunch as wood, iron, oakum, and skilled labor can make her.

Jovial Captain Joseph Kendricks is in his usual happy mood, although his frames (as he calls his ribs) are still very sore from the fall he received.

The tow barge Grace Whitney, of Detroit, is having some repairs made at Wolf & Davidson's ship yard also.

The steam barge Markham is at the Milwaukee Ship Yard Co.'s yard for some repairs.

The tug Kitty Smoke is getting a new crank. She broke down last week.

The scow Dan I. Davis came in Sunday, the 21st with her foremast broken, the result of a collision with some unknown craft on the night of the 20th.

The schooner Richard Mott is also in port badly damaged. She will be repaired at the Milwaukee dry dock. The particulars are, from the captain of the Mott, as follows: The Mott was bound up the lake from Oconto lumber laden, when she encountered the propeller Oregon and tow. The weather was very thick and the fog-horns of both vessels were sounding. The Mott was running with the wind, and the Cyclone, the first barge in tow behind the Oregon, struck her forward, carrying away her jibboom, bowsprit, and all her head gear back to the knight heads. Before the Mott could get away the second barge in tow struck her, doing no further damage, however. The collision occurred on the night of the 26th.

The schooner Eliza Gerlach has been tied up at Sheboygan on a libel by the owners of the schooner Thomas Howland, damaged to the extent of \$8,500 in a collision with the Gerlach off Skillegalee in the fall of 1883.

The coal fleet has arrived from below again and the docks present a lively appearance, new though is very mesagre. QUIGLEY.

OSWEGO.

Lady's day is to be observed by the Oswego yacht club June 25. The preparations as far as made indicate that it will be a gala day.

The annual cruise of the North Star yacht club for the commodore's pennant will be an interesting event, and as the yachts are closely matched it is hard to say which will win.

CHICAGO.

Special to the Marine Record.

The tug J. C. Perrett Captain Thos. Chron arrived at this port from Menominee Tuesday morning, and went into one of the Chicago Drydock Company's docks for repairs to her stem. Last Saturday morning at 3:15 as she was proceeding down Lake Michigan with her tow the barges Whitbeck, Menominee, Judd, Perew and Robinson. She collided with the schooner Bertie Calkins, lumber laden bound for Chicago, off Sheboygan, striking her between the fore and main rigging causing her to leak badly. The Perrett towed the Calkins to Manitowoc behind her tow, as far as the bay, when the barges cast their anchors, and the Perrett towed the Calkins to the drydock. There was a dense fog at the time of the collision, making the accident unavoidable.

As the Anchor Line propeller Philadelphia could not get unloaded at the Pennsylvania coal dock, May street, in consequence of the strike amongst the coal shovellers, she left this port on Friday afternoon for Milwaukee to unload.

The Lake Michigan and Lake Superior Company's propeller Jay Gould was on the lumber market last Saturday with an upper deck load of lumber.

The L. M. & L. S. Company's propeller Peerless arrived Sunday with a number of passengers and a large quantity of general freight from Duluth and other Lake Superior ports.

Captain John Martel, shipbuilder, Saugatuck, was in Chicago last week on business. He is building a tug 54 feet long, 18 ft. beam, 6 $\frac{1}{2}$ feet hold, for Perkins Bros., Saugatuck, she will be completed ready for the fall fishing.

The sidewheel passenger excursion steamer Saginaw will run between this port and Highland Park twice daily at 8:30 a. m. and 2:30 p. m. rates 25 cents for round trip. She will also make excursions out on Lake Michigan every evening 8 p. m. for two or three hours; fare 15 cents.

Last Monday a party of union coal shovellers numbering from 25 to 30 men went on board the Anchor Line propeller Gordon Campbell, unloading at Messrs. Drieske's coal yard Clybourne Place, and drove the men, who were unloading off the boat. The police were sent for, when the union coal shovellers skeddaddled; four police officers remained on board and unloading was proceeded with. Messrs. Drieske are paying 12 cents per ton for unloading, the same price the union men charge, but they intend employing whom they choose.

Chicago Drydock Company. The steambarge Swallow was in for a new wheel. The schooner yacht Idler to get a leak stopped. The schooner Presto for calking. The schooner A. P. Nichols for a new stem and apron, bow sprit and jibboom. The tug J. C. Perrett for repairs to her stem. The schooner Orphan Boy got a new bow sprit, jibboom, cathead anchor stock and cutwater. The schooner Nalad a new mainmast.

Miller Brothers Drydock Company. The steambarge City of New York went in and had her shaft straightened. The steambarge R. A. Seymour, Jr., for a new stem iron. The schooner Douseman got some new lumber ports Charnley and Lovedall's scow No. 4 was calked, the tug M. Shields was at the derick and got some calking and her stern bearings fixed. The tugs E. P. Ferry, and John Gordon, the steambarge George Dunbar and the schooner City of Toledo, J. Bean Jr. and I. M. Forrest some repairs. The sloop yacht Ina was launched on Saturday.

Miller Brothers launched their very handsome new sloop yacht Tuesday afternoon at 4:30 and named her the Minnie M. She went very smoothly and gracefully into the water, stern first, with your correspondent on board, her dimensions are 50 feet in length over all 16 feet beam, 5 feet depth of hold; her lower

mast will be 53 feet long, top mast 25 feet long, boom 45 feet long, gaff 26 feet long, bowsprit 28 feet long. She sits the water like a swan and will no doubt be a clipper.

Transfers and sales recorded at Chicago Custom House June 17—Tug Gertrude mortgage, whole, \$625 Mary Schulze to O. R. Johnson.

June 11—Schooner Higgle, release, all \$14,000 W. F. Higgle to E. E. Ayer.

June 15—Propeller Ida, mortgage \$600 whole, Wm. Minter to John Ponsonby.

June 24—Steamboat Twilight, bill of sale \$3,000, whole, J. T. Vickery to W. M. Kelly.

June 24—Steamboat Twilight mortgage, whole, \$2,000, W. M. Kelly to C. G. Barth. WILLIAMS.

MARQUETTE.

June 22—The steambarge P. R. Whiting which arrived here on the 21st reports the S. V. R. Watson ashore near Granite Island. The Watson left L'Anse Saturday morning ore laden for Cleveland in tow of the steamer J. R. Whiting. Both the Whiting and the Watson went ashore about 8 p. m. the same day during a dense fog. The Whiting succeeded in releasing herself after jettisoning about 125 tons of iron ore, and then proceeded to release the Watson. The tug Adams and propeller Whiting left early this afternoon for the disabled schooner. A wrecking vessel has been sent from Buffalo and is expected to arrive Wednesday. The captain of the Watson arrived here and reports the vessel on good and hard. All her timbers are more or less sprung. He thinks the Adams and Whiting will not be able to release her.

The schooner Battle, that went ashore last season at Eagle Harbor, has just been released.

GODERICH.

June 19—As the propeller Scotia, wheat laden, from Owen Sound to St. Catharines was leaving Dufferin pier, about a mile south of this harbor, last evening, she struck a rock and had to run for Goderich harbor. She grounded on the outside of the harbor and had to be lightered of her dockload of salt by the schooner E. W. Rathbun. She is leaking badly, there being three feet of water in her hold. She will unload at the Grand Trunk elevator and then go into the drydock for repairs.

MANITOWOC.

June 20—The propeller J. C. Perrett, of the Menominee Barge Line Company, bound north, with her consort, collided with the schooner Bertie Calkins, lumber laden for Chicago, at 3 o'clock this morning, off Sheboygan, during a dense fog. The Perrett sustained damage to her stem, and will have to be docked. The Calkins has a big hole in her side and is full of water. She was towed here by the Perrett and left at the mouth of the harbor. The Perrett then proceeded to Menominee.

CLAYTON.

Special to the Marine Record.

Mr. S. T. Johnson & Son's new yacht was out for a spin last week. Her machinery worked finely and showed good speed.

The sailing yacht Zeta, of Sacketts' Harbor, is for sale. She is a fine yacht and a good sailer. For a small club she would be just the yacht.

The steam yacht Angler, of Oswego, formerly named the Emile, owned by Mr. Packard, was in port Saturday night.

A new yacht from Newburg, N. Y., named the C. E. Weed, made her appearance on Saturday evening.

We are sorry to have the propeller Nashua withdrawn from this route.

Coal shippers are now paying \$1.20 gross on cargoes from Charlotte to Chicago.

It is gratifying to note that our favorite boats, the Island Belle and T. S. Faxon, are doing well. B.

Vesselsmen

SHOULD HAVE

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MARITIME LAW.

INSURANCE CONTRACT—CONSTRUCTIVE TOTAL LOSS—RIGHT OF ABANDONMENT.

United States District Court, N. D. Illinois
June 18, 1885.

Blodgett, J.

Mr. Frank W. Young against the Union Insurance Company of Philadelphia. This was a libel filed to recover the insurance on a half interest in the schooner H. D. Moore, which was stranded November 13, 1883, on Lake Michigan, near Kilderhouse pier. The schooner was got afloat by the insurance company, and was after a long delay tendered to her owners June 11 following, as being fully restored to her condition prior to the disaster. The libellant refused to receive her because he insisted on his right of abandonment and because she was not fully and completely repaired so as to restore her to the same serviceable condition in which she was prior to the disaster. The court held that the vessel was not in proper repair when tendered to the owners, and that the amount of salvage and repairs would more than equal one-half of the amount insured, and would entitle the libellant to his right of abandonment under the 50 per cent clause of the policy. A decree was therefore entered in favor of the libellant for the full amount of his \$2,500 policy, and interest. A similar decree was entered in favor of James McMullen, the owner of the other half of the vessel.

In this case, libellant seeks to hold respondent for a constructive total loss upon a policy issued by respondent by which respondent insured to libellant a half interest in the schooner H. D. Moore, her tackle, apparel, and furniture for the sum of \$2,500 against the perils of navigation upon the lakes, rivers, etc., from the 1st day of April, 1883, to the 30th day of November of that year, loss payable to libellant or to his order. The points of defense set up are:

1. That libellant had no insurable interest in the schooner, but that he held the legal title as naked trustee for one James T. Young.

2. That, under the facts in the case and the terms of contract of insurance, the libellant was not entitled to abandon the schooner as for a constructive total loss; and respondent is not liable on said policy for such loss.

There is little, if any, conflict in the testimony as to the material facts of the case. It is undisputed that in March, 1880, James T. Young and one James McMullen purchased the schooner in question from H. D. Moore, each paying one-half the price; that said James T. Young directed that his interest in the purchase should be conveyed to the libellant, and accordingly a bill of sale in due form was executed and delivered by Moore to libellant and the said McMullen, conveying to each of them an undivided half of said schooner with her boats, tackle, etc.; that the said James T. Young, from the time of said purchase up to the time of the loss now in question, resided in Chicago and acted as the manager and ship's husband of said schooner, and had the benefit of the earnings of the half interest standing in the name of libellant; that, at the time the policy now in question was taken out, the agents of respondent were fully informed of the fact that the beneficial ownership was in the said James T. Young and issuing said policy with the knowledge and understanding that libellant was acting as trustee for said James T. Young, and insuring his interest. It also appears that on November 13, 1883, and while the policy was in full force, the schooner was stranded in a gale of wind upon the east shore of Lake Michigan near Kilderhouse pier. The captain of the schooner telegraphed to the said James T. Young the fact that the schooner was so stranded, and said Young promptly communicated his information to Messrs. Keith & Carr, the agents of respondent in Chicago, and also informed them that the services of a tug and steam pump would be necessary to get her off. On receiving this information Keith & Carr, requested Young to telegraph to Manistee and ascertain if a tug could be obtained there and at what price. Young sent a telegram to Manistee as requested, and received answer that a tug and steam pump could be

had for \$185 per day. Keith & Carr then engaged the tug and pump, and sent Captain Blackburn, their own wrecking master, by rail to meet the tug and take charge of the work of getting the schooner off. The schooner was got afloat by aid of the tug and pump on the 21st of November, but, while at work upon the Moore the wrecking master received instructions from Keith & Carr, respondent's agents, to take the schooner to Northport, about forty miles from the place where she had been stranded, and then to take the tug to the assistance of another schooner, the Watertown, that had been stranded near Northport. The wrecking master followed these instructions and towed the Moore to Northport, which was not a port where she could be repaired; and then went to the relief of the Watertown. Having succeeded in getting the Watertown afloat, and towing her also to Northport, Captain Blackburn on the 7th of November attempted to tow the two disabled vessels to Chicago with the tug he had used in getting them afloat; but the weather became so tempestuous that he was obliged to return to Northport, where he laid the Moore up for the winter, having employed her captain to remain on board of her as ship keeper.

The proof also shows that the captain of the Moore objected to being taken to Northport, and insisted that he should be towed to a port of repair, or be allowed to sail to Chicago, which he testifies he thinks he could have done with safety, but Blackburn, the wrecking master, told the captain that his orders were to take the schooner to Northport, and he did so against the objections of the captain.

In the latter part of February the libellant was informed that the charges for the services of the tug and steam pump had not been paid, and that a libel of the schooner for such services was threatened, and was also informed that the schooner was in danger of being damaged by pounding against the pier or dock, along which she was moored in Northport harbor, and, on the 7th of March, 1884, notice of abandonment as for a total loss was duly served on the proper agents of respondents, and in due time thereafter proofs of loss and bill of sale to respondent in due form of all libellant's interest in said schooner, with the consent and by direction of said James T. Young, were duly delivered, or tendered, to the proper agents of respondent, but respondents refused to accept said abandonment.

It also appears that, in the latter part of April, the schooner was by the direction of the agents of respondent, towed from Northport to the port of Chicago, where she arrived on April 30. Soon after her arrival here, an ex-parte survey was made by one of the respondent's agents as to the amount of repairs needed to restore the schooner to the condition she was in before the disaster. And after such survey the schooner was taken to a drydock here by orders of the agents of respondent, but, owing to some misunderstanding with the proprietors of the dock as to who was to pay for the needed repairs, she was run out of the dock and remained in the river until about May 24, when she was again, by the direction of respondent's agents, taken into the dock and repaired in substantial accordance with the survey; and on the 11th of June she was tendered to the libellant as fully restored to her condition prior to the disaster.

The libellant refused to receive her for two reasons:

1st. Because he insisted upon his right of abandonment, and to be paid as for a total loss, and 2d, because she was not so fully and completely repaired as to restore her to the same serviceable condition she was in before the disaster.

It further appears that respondent paid the captain for his services as ship keeper from the time the schooner was laid up in Northport until she was put into drydock, and also paid the wages of seamen employed to assist in navigating the schooner from Northport to Chicago. It also appears that the expense incurred in getting the schooner off the beach, and towing her to Northport, and from Northport to Chicago, and the wages of the ship keeper until she went into drydock for repairs, and the wages of the seamen on the trip from Northport to Chicago amounted to \$2,463.93 and that the expenses for the repairs amounted to \$2,488.37.

It is also conceded that at the time of the issue of the policy in question, another policy was issued by the insurance company of the State of Pennsylvania for the same amount on the half interest of McMullen, co-owner of the schooner with libellant, and that the whole value of the schooner was fixed by the terms of each policy at \$6,500, thus making the owners insurers for \$750 each. And also that the same agents Keith & Carr represented the insurers in both policies.

The proof also shows that, at the time the

schooner was tendered to the libellant on June 11, there were no sails or running rigging upon her, and her anchor was a second hand one and much lighter than her old anchor, which was lost at the time of the disaster; that her center board would not work in the box, and that her yawl or small boat had been lost in the disaster and had not been replaced.

It further appears that on August 30, 1884, the schooner was again tendered to libellant by respondent, but that while another anchor of substantially the same weight and usefulness of the one lost had been placed on board of her, she still had no running rigging, nor sails, nor yawl boat. The policy in question contains the following clauses which it becomes material to consider in the light of the facts in the proof:

"It is agreed that the acts of the insured, insurer, or their agent, in recovering, saving and preserving property insured in case of disaster shall not be considered a waiver, or an acceptance of an abandonment, nor as affirming or denying any liability under this policy; but said act shall be considered as done for the benefit of all concerned and without prejudice to the right of either party."

"Further, the insured shall have a right to abandon the vessel in any case, unless the amount which the insurer would be liable to pay under an adjustment as of a partial loss shall exceed half the amount insured."

As to the first point made by the defense, I understood at the time of the argument that it was substantially abandoned as the proof showed without dispute that the insurers were fully advised at the time this policy was taken out of the nature of the libellant's interest and that he intended by such policy to insure the half interest standing in his name for the benefit of his brother, James T. Young. Whether said point was abandoned or not I am well satisfied that it is not well taken as the authorities all seem to concur in the proposition that the legal title being wholly in libellant as trustee, he had the right to insure the property so held by him for the use of his beneficiary.

As to the second point made by the defense the contention is that the insured can not add the cost of repairs to the cost of getting the schooner off the beach and getting her to a port of safety and repairs for the purpose of making such an amount as to equal or exceed half the amount insured.

Without going into a discussion of the somewhat technical learning on the subject of the right of abandonment, either at common law or under the old forms of policy, or under what is known as the Boston clause, it is sufficient to say that it seems to me the only question to be considered for the purpose of settling the right of abandonment under the 50 per cent clause in this policy, is the amount of damage which the owner of the insured property received by reason of the disaster sustained by the schooner, and there can be no doubt from the proof that the damages by reason of the disaster in question consisted; first, in the expense of getting the schooner afloat and getting her to a port of safety and repair, including the care and keeping of the schooner in the interval between the time she was got afloat and the time she reached a port of repair, and the cost of repairing her, so as to put her in as good condition as she was before the disaster; and the proof abundantly shows that, after deducting from the cost of the repairs one-third new for old, and charging to the owner's interest his proportion of the salvage expenses, the amount of the salvage expenses and the repairs would more than equal one-half of the amount insured.

It is argued that the owner should have exercised his right of abandonment at once when he learned of the disaster to the schooner, and that the insurers having under what is known as the "sue and labor" clause of this policy simply taken measures to get the vessel afloat and get her to a place of safety and repair, these expenses are to be adjusted against all interests by a general average, and only the repairs are to be adjusted upon the basis of a partial loss, or particular average; but, such course seems to be neither called for by the spirit or letter of this contract of insurance. The purpose and intent of the policy was to make insured whole for any damage the schooner might receive from any of the perils insured against, and if such damage exceeded 50 per cent of the amount insured, then the right of abandonment is given; and there can be no dispute but what the expense of getting the vessel off and of the necessary repairs, after making all deductions called for by the policy, more than equals 50 per cent of the amount insured. I think the conclusion I have arrived at is fully supported by the opinion of Mr. Justin Mathews in *Wallace vs. Thames & Mersey Ins. Co.* 22d Federal Reports 66.

It is further urged the insured is chargeable with unreasonable delay in giving his notice

of abandonment; the disaster to the schooner having occurred in November and the notice of abandonment not having been given until the 7th of March following; but I do not see under the peculiar facts in this case how this delay can have worked any injury to the insurer, and if it did not it seems to me it should not in any way impair or affect the rights of the insured in the premises. If the agents of respondent had taken the schooner at once upon getting her afloat to a port where she could have been repaired, and where a survey could have been made to determine the cost of such repairs, it might have been the duty of the insured to have exercised his right of abandonment at an earlier time or as soon as an intelligent survey could be made and the amount of damages by the disaster ascertained; but, inasmuch as the schooner in this case was detained at Northport by the act of the respondent and against the protest and objection of her master as agent of the owners, so that the insured could not intelligently and fully ascertain the extent of the damage and probable cost of repairs so as to determine the full extent of the damage by reason of the disaster; and, inasmuch as at the time the notice of abandonment was given there was still ample time for the respondent to have repaired the schooner, or sold her without repair for the next season's business, it seems to me it does not lie in the insurer's mouth to object to the delay. It certainly was not the fault of the owner of this schooner that she was kept from a port of repair and out of the possession of her own.

What are called salvage expenses and the repair expenses, when added together, make more than 50 per cent of the amount insured, and this fact seems to me to give the insured the right of abandonment, unless he has lost it by unreasonable delay; and as I do not see that the delay under the circumstances was unreasonable, it appears to me that the right of abandonment was not lost or waived. It also seems quite clear to me that the underwriters have dealt with this property since the disaster in such a manner as to make it its own. From the time the wrecking tug took hold of the schooner to get her off the beach up to the time she was tendered to the libellant and his co-owner on the 11th of June, 1884, she was continuously in the possession and control of the insurance companies; and, when she was tendered on the 11th of June, she had not been so repaired as to restore her to the condition in which she was immediately prior to the disaster. The right to repair and return the insured property after disaster implied of itself the obligation to return her in as good condition as she was in before the stranding; and yet the proof shows that no sails or running rigging were tendered with her, nor was her anchor, or yawl boat replaced, as they should have been. After the refusal of the libellant to accept the schooner, instead of promptly completing the reparation respondent retained the schooner, without any apparent excuse, until more than half the season of navigation for that year had gone by, and then made another tender while she was still in an incomplete condition.

I think there can be no doubt of the general proposition that where an underwriter takes possession of insured property under the "sue and labor" clause for the purpose of saving and, if necessary, repairing the property, they must make reparation and return within a reasonable time, or they make the property their own, and are liable as for a total loss; and, it seems to me the case is therefore brought clearly, by the facts, within the operation of this principle, and that the insurance companies could not keep this property in their own control for nine months after the disaster and then compel the owners to take it back, especially in an incomplete condition.

It was urged that the sails and running rigging of this schooner were in the sail loft, and where the owner could readily have obtained them without expense for the purpose of putting them in place; but, it was the duty of the insurers who had assumed the task of restoring this vessel to her original condition, to have put her in complete sailing trim before they could compel the owners to accept her from their hands. They were not obliged to seek the sails and rigging where they had been stowed and take the expense or delay of putting them in place, but had the right to insist that this should be done by the insurers as part of the repairs.

I am therefore of the opinion that the libellant makes out by the proof in this case a clear right of recovery as for a constructive total loss; and the finding will therefore be for the amount of the policy, with interest from the day of the notice of abandonment, March 7, 1884.

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DETROIT, MICH.

EXCURSION TO THE

ROCKY MOUNTAINS,

Yellowstone Park, California and all Points
West, via

BEE LINE.

CLEVELAND, COLUMBUS, CINCINNATI & INDI-
ANAPOLIS.

TUESDAY, JULY 14, 1885.

Personally Conducted by

D. JAY COLLVER, Passenger Agent.

Elegant cars through without change between
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Reduced rates in general at hotels, for carriage
drives, for ponies into the mountains &c. &c. No
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this vast mountain region, with its most gorgeous
and fascinating scenery, under the direction of an
experienced guide and at greatly reduced cost over
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Grand Opportunity! Improve it.

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LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, May 24, 1885, at 12 o'clock noon
the time given in the figures below is the new standard
(Nineteenth meridian) time, which is thirty-three min-
utes slower than Cleveland time proper:

Eastward.	Arrive	Depart.
No 4, Fast Limited Express.....	02 55 A M	03 16 A M
No 8, N Y, B & A Express.....	08 20 A M	08 45 A M
No 26, Elyria Accommodation.....	17 45 A M	
No 35, Buffalo Ac'm via Sandusky.....	10 30 A M	10 50 A M
No 35, Toledo Accom via Norwalk.....	10 30 A M	10 50 A M
No 12, N Y & B Fast Express.....	01 55 P M	02 25 P M
No 2, Night Ex via Norwalk.....	09 40 P M	10 00 P M
No 22, Night Ex via Sandusky.....	19 40 P M	
No 26, Conneaut Accommodation.....	14 25 P M	
Westward.	Arrive	Depart.
No 1, Fast Limited Express.....	02 15 A M	02 25 A M
No 26, Mich Express via Sandusky.....	02 15 A M	
No 3, Chicago Express via ".....	06 05 A M	06 30 A M
No 26, Mich Accom Norwalk.....	16 30 A M	
No 21, Toledo Ex via Norwalk.....	11 50 P M	12 30 P M
No 5, St Louis Ex via Sandusky.....	10 30 A M	10 40 A M
No 9, Chi Pac Ex via Norwalk.....	06 15 P M	06 40 P M
No 31, Elyria ac to Elyria only.....		14 30 P M
No 27, Conneaut Accommodation.....	18 10 A M	

Sunday train for Nottingham—Depart 8:15 a. m.
and 1:45 p. m.; returning, leave Nottingham at 8:50 a.
m. and 3:45 p. m.

Reference marks—Daily, † daily, except Sunday,
‡ daily, except Monday.

A local Cleveland and New York sleeper daily on
No. 12, leaving Cleveland at 2 25 p. m.; arrive Grand
Central depot, New York, 10 30 a. m.

For full information as to trains and connections ap-
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ior streets, under Mercantile Bank.

The Nickel Plate!

**NEW YORK, CHICAGO & ST. LOUIS
RAILWAY.**

The passenger equipment of this New Trunk Line
is all new and is supplied with the latest appliances
necessary to safe, speedy and comfortable travel.

Trains leave and arrive at the Union Depot, Van
Buren street, Chicago, and N Y, L E & W R'y depot
at Buffalo.

Following is the time in effect March 22, 1885, and un-
til further notice:

GOING EAST, L.V.	AR.	GOING WEST.
A. M.		P. M.
7 50.....	Chicago.....	7 50.....
9 50.....	Valparaiso.....	5 42.....
P. M.		A. M.
1 50.....	Fort Wayne.....	2 16.....
2 05.....	New Haven.....	1 35.....
3 48.....	Lehigh.....	11 36.....
4 46.....	Arcadia.....	10 35.....
A. M.		P. M.
6 50.....	Forster.....	10 22.....
7 55.....	Green Springs.....	9 49.....
8 15.....	Bellevue.....	9 20.....
10 45.....	Ar.....	6 45.....
11 55.....	Painesville.....	8 24.....
P. M.		A. M.
12 44.....	Ashtabula.....	2 48.....
1 14.....	Conneaut.....	2 18.....
2 33.....	Erie.....	12 50.....
4 09.....	Dunkirk.....	11 16.....
5 45.....	Ar.....	9 40.....

ROCKY RIVER ACCOMMODATION.

Depart—7:45 a. m., 1:35 p. m.

EUCLEID AVENUE ACCOMMODATION.

Depart—6:24 a. m., 9:10 a. m., 5:05 p. m.

All trains daily except Sunday.
Through tickets to all points are on sale at principal
offices of the company at LOWEST RATES for any class
of tickets desired. Baggage checked to destination.
For information, call on nearest agent of the Com-
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LEWIS WILLIAMS,
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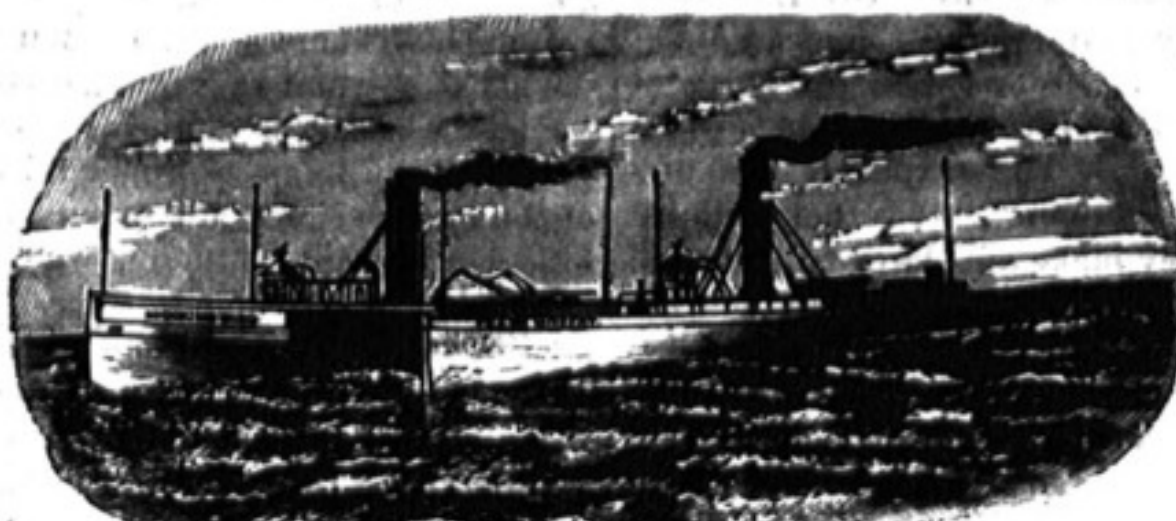
FOR THE

Marine Record.

MOFFAT TUG LINE.

TUGS.

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FRANK MOFFAT,



TUGS.

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KITIE HAIGHT,
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Port Huron, Mich. | Ft. of Shelby-st., Detroit, Mich

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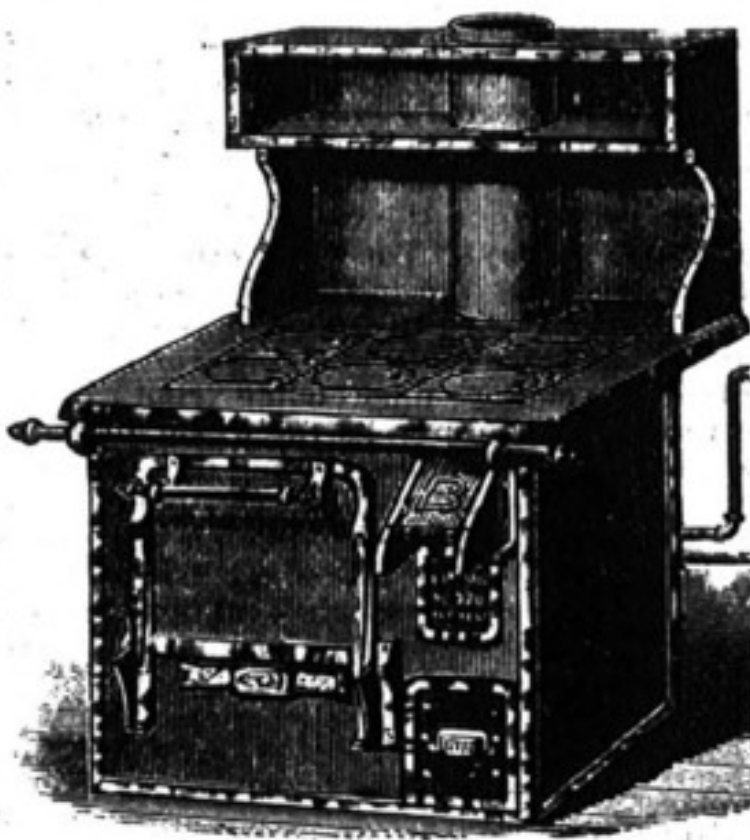
Born's Wrought Steel Range, 9x24, has one
oven 24x24, and 15 1/2 inch high has 6 9 inch
boiler holes; top cooking surface, 3 feet 4 inches,
by 2 feet 7 inches.

No. 9x26 Wrought Steel Range has one oven
26x26 and 15 1/2 high, has 6 9 inch boiler holes,
top cooking surface 3 feet 10 inches by 3 feet.

No. 9x26 Range has 10 9 inch boiler holes
Size of ovens 26x26 inches each. Top cooking
surface 6 feet by 3 feet.

No. 9x18 double oven range has 8 9 inch holes.
Size of ovens 18x26 inches each. Top cooking
surface 5 feet by 3 feet.

These are durable well made ranges, adapted to
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SEND FOR CATALOGUE.

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, June 16, 1885.

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and
signal letters were assigned by the Bureau of Navigation, Treasury Department, during the
week ended June 13, 1885:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage.		Home Port.
				Gross.	Net.	
SAIL VESSELS.						
3,319	SL		B B B.	14.35	13.63	Eastport, Me.
3,320	Sc.		Brunhilde,	95.32	90.55	Gloucester, Mass.
3,321	SL		Bertie,	6.16	5.86	Port Jefferson, N. Y.
135,846	SL		Emily,	5.43	5.16	Galveston, Texas.
135,847	Sharpie.		Eva,	10.49	9.97	Baltimore, Md.
85,886	Sc.		Grazia Cernio,	9.99	9.49	New Orleans, La.
95,849	Sc.		Highland Light,	92.34	87.72	Wellesfleet, Mass.
76,580	Sc.		J. W. Collins,	78.56	74.63	Gloucester, Mass.
76,581	Sc.		James H. Prentice,	485.42	461.41	Port Huron, Mich.
91,770	Sc.		Marina Marsicano,	21.16	20.11	San Francisco, Cal.
91,771	SL		Margaret Jane,	12.19	11.59	New York, N. Y.
155,115	*SL		Olive Branch,	21.14	20.08	Clayton, V. Y.
116,049	Sc.		Silvia,	12.28	11.67	Mobile, Ala.
116,050	Sc.		Solano,	66.56	63.24	San Francisco, Cal.
116,051	*Sc.		Sea Lion,	53.68	51.00	Milwaukee, Wis.
81,074	SL		William Elias,	18.51	17.59	Charleston, S. C.
27,627	SL		Yokohama,	8.80	8.36	Bath, Me.
STEAM VESSELS.						
106,364	St. s.		Annie H. Morris,	51.44	38.16	Somers' Point, N. J.
106,365	St. s.		Alpine,	38.25	25.43	New York, N. Y.
3,318	St. s.		Brandywine,	407.82	215.27	Wilmington, Del.
120,617	St. y		Florence,			New York, N. Y.
120,618	St. p.		Flora,	185.31	94.57	San Francisco, Cal.
85,885	St. s.		Greenpoint,	19.80	9.90	New York, N. Y.
91,772	St. s.		Mascotte,	137.93	91.03	Toledo, Ohio.
150,351	St. y.		Pansy,	6.12	3.60	Philadelphia, Pa.
145,407	St. p.		Thomas Dwyer,	73.25	63.44	San Francisco, Cal.
UNRIG'D VESSELS.						
36,766	Barge		E.E. Jackson & CoNo.5.		156.36	Baltimore, Md.
36,767	Barge		E.E. Jackson & CoNo.6.		156.68	do do

JARVIS PATTEN, Commissioner of Navigation.

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AT

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SECOND HAND MARINE BOILER, in good order;
Sheel, 7-16 inch iron plate; diameter, 9 feet 6 inches.
length, 18 feet; 129 tubes 4 inches in diameter, 11 feet 4
inches long, three flues 18 inches diameter; two flues 16
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SECOND HAND MARINE BOILER four feet wide,
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60 inches long, cast iron breeching, good as new.

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New Iron Tug.

Dimensions 8 feet long, 17 feet beam, 11 feet deep;
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iron breast hooks forward, collision bulkhead forward,
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water tight iron deck forming the floor of after cabin.
Iron decks, bulwarks and deck houses; iron tow posts
aft. Heavy angle iron frames, with reverse bars on al-
ternate frames; 1/2 plate, steel floor plates; boiler, en-
gine and bearing foundation of iron. For sale cheap
when machinery can be completed by

GLOBE SHIPBUILDING CO.

Grummond's Mackinaw Line.

1885. Steamers of the above line 1885.

FLORA, ATLANTIC,

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Every Tuesday, 9 p. m. Every Saturday, 9 p. m.

FOR MACKINAC, ST. IGNACE, CHEBOY-
gan, Rogers City, Crawford's Quarry, Presque
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Sand Beach, Forestville, Forister, Sault Ste. Marie,
Port Huron, St. Clair, and Marine City, connect-
ing at Cheboygan with steamers for Potosky and
Charleyvolz; at Mackinac with steamers for Sault Ste
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Sunday evening at 9 o'clock. Returning leaves Toledo
Tuesday at 8 o'clock a. m.

For Cleveland, Lorain and Huron Steamer ATLAN-
TIC leaves Detroit every Thursday morning at 9 o'clock.
Returning leaves Cleveland Friday at 8 p. m.

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Commercial Broker and Vessel Agent,
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Lake Superior and Escanaba iron ore charters for sin-
gle trip or season a specialty.
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ALEX McDOUGALL,
VESSEL AGENT AND BROKER,
Duluth

Owners and masters of vessels wishing to get cargoes
of grain from this port will do well to confer with me.
Will be glad to furnish information in regard to car-
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Duluth, Agate Bay (new iron ore port), Port Ar-
thur, Washburn, Ashland, and all points near the
west end of Lake Superior. Good gangs of men fur-
nished on short notice for trimming cargoes of grain,
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I have an excellent gang of Trimmers this sea-
son, Captain Miller's old crew.
Special Attention Paid to Chartering Vessels,
and seeing that they get dispatch in Port.

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DAVID BARNHISEL, Agent.

DOMESTIC & STEAM COAL
Cleveland, Ohio

The Marine Record.

Published Every Thursday at 144 Superior Street, [Lander Building.]

A. A. POMEROY, Editor and Proprietor.

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Articles, letters and queries on all subjects are solicited.

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CLEVELAND, OHIO, THURSDAY, JUNE 25.

CANADIAN CANALS AND CUSTOMS DUTIES.

It is a natural law that the nearer the ocean carrier can get to the producer, the more likely is the port to command the trade. If Canada should apply the funds she purposes to use in opening up the Hudson Bay route to the improvement of her St. Lawrence system of canals and make that system free of tolls, it would not be many moons before she would realize the wisdom of that course. The St. Lawrence route, like the Erie canal, is supplemented by trunk railroad lines; nevertheless, it is the natural route of this continent to the seaboard and will, unless the United States takes the necessary action to abrogate it, become the outlet of the great volume of the commerce of the northwest—the vast grain growing acreage of this country. These principles are adduced from the fact that Erie, an artificial waterway, with parallel competition on all sides, holds the sway during the open navigation season on the lakes, and having been made free of tolls, adds much to the material wealth and prosperity of its terminal cities. As it is conceded that the Erie canal has made New York what it is, so also will the same results bear out the assertion that the Welland made Montreal the great commercial mart that it stands to-day. Hence the efforts now being made by the business men of that city to secure free passage on the Welland canal and foster the institution that has served so well to build her up. Although Montreal is over six hundred miles from the sea, it harbors large ocean steamers, and is thereby so much nearer the exporter and producer, but the tariff on traffic through the Welland canal militates against the universal adoption of this route, especially in these dull times, and the toll serves to drive trade through free Erie. This the Canadians are beginning to realize and they are taking active measures with a view to remedy the evil. The canal tolls have at this time been reduced 80 per cent., but there is still quite an onerous burden left upon the shipping which seeks that outlet, and strenuous effort is now being made to dispose of the other 20 per cent. charge, but which will be without success, for various reasons, chief among which is the fact that special act of Parliament will be necessary, which action would be based largely upon the carriers to be benefited by the removal of the tolls. In addition some opposition will be entered by such cities as Toronto and Hamilton by reason of purely local interest. It is held by representatives of these cities that private capital should foster its own interests; that it should furnish its own facilities for business and should charge a fair remuneration for the use of its facilities; that grain should pay the cost of its own transportation. It will be held, when the matter comes before Parliament, that the people should not be taxed to pay the wages of lock tenders and other officials of the canals in order that grain freights may be reduced; that they did not oppose a government measure for construction, but that they will oppose a measure for maintaining the work. They were willing to provide a waterway as a matter of expediency, but they object to provide for its maintenance, through belief in the adage that every tub should stand on its own bottom.

Nevertheless it must be granted that the

abolition of canal tolls and the reduction of various port charges would reduce freights, and divert business to the St. Lawrence ports which would otherwise find an outlet at New York, therefore the taxpayers of Canada may be favorably inclined toward the proposition. The taxpayers are producers and consumers. It is their interest that what they make and have to sell shall be exchanged for what they buy and use with as little cost for transportation as possible. Just as, in the smaller transaction between the farmer's farm and his market town, it is profitable that a free road shall be maintained by payments out of the public taxes, instead of a toll road owned by private capitalists, it may be profitable in the larger transaction between the Canadian farm and the British factory or the Cuban sugar plantation to make the highway free of tolls.

In regard to the question of advisability of removing tolls the Hamilton Times says: In their discussions upon this question of transportation, it seems to us that the Montreal merchants have always strained at a gnat and swallowed a camel. They plead for the abolition of the canal tolls and port charges, amounting to perhaps 1 per cent. or 3 per cent. of the value of the freight, but they say nothing about the greater imports called customs duties, which are the real destroyers of Canadian commerce. The trade is not completed by sending a cargo of wheat or of cattle via Montreal to Liverpool. The ship must come back, and if it is to make a profit upon the voyage it must carry cargoes both ways. The Canadian producers of the wheat or the cattle have parted with their property with the sole object of getting something valuable in exchange for it. The value in exchange must come from the receivers and consumers of the wheat and cattle; British goods must come into Canada to complete the transaction. Customs duties upon the British goods that come westward in payment for the Canadian wheat that goes eastward are as much of an obstruction to the Montreal forwarding business as canal tolls on the grain trade can be. Why do not the Montreal merchants wrestle with the greater evil first?

From every source that we can obtain information it appears evident that the popular feeling of the English is for war, for the preservation of their prestige as a strong and uncompromising government intact. This, although for a different reason, also appears to be the policy of the Russians. But, after a formidable display of bravado on each side the two countries seem to have agreed to withdraw from the fatal arena for the time being and to consider the price of a struggle. The quarrel has been hushed if the storm clouds have not passed away. The defeat of the Gladstone ministry is fraught with importance and has a strong bearing on this war topic. The temporary peace attained by Britain by concession will not stand, as it is the known policy of Russia to precipitate hostilities, and if it had been her policy to make the declaration instead of forcing the final act upon England the struggle would surely have commenced ere this. Notwithstanding the delay, it is the opinion of the best posted men in all countries that this war is inevitable. This may possibly be a surmise, but it is evident that they have strong reasons for the belief, and as, when the American factions, north and south, furnished the music to which the European countries danced in 1861-'65, so also will the Americans be able to dance to European music, although they are loth to do so.

PASSENGER steamers are now required to attach a rope to each end of their plank floats.

LORAIN.

CHICAGO, June 23.

To the Editor of the Marine Record:

1. As Black River is not far from Cleveland, perhaps you can give the reason why reporters print the name Lorain.

2. Is there a standard for spelling names of places on the lakes other than the Government Lighthouse book? Respectfully,

JAMES BARNET.

1. The name of the village at the mouth of Black river was changed by the Ohio State legislature in the winter of 1880-'81, to Lorain, although in the lighthouse book the name Black River is still carried. All outstanding marine documents of vessels hailing from that port now and since the season of 1881 bear the name Lorain, as ordered by the department of navigation, Washington, but for the season of 1881 they bore the names "Black River or Lorain," the last name being added to prevent the expense consequent on the surrender of the old and taking out of a new paper. The village was incorporated originally under the name of Lorain, but surrendered the charter.

2. There are other standards or authorities for spelling the names of places on the lakes, as, for instance, government books, issued from different departments, spell the name Presque, Lake Erie, in the Lighthouse book, and Presque Isle, Lake Erie, in the book issued by the Life-saving service, the one being as much a standard work as the other.

[Continued from 1st Page.]

DETROIT.

Special to the Marine Record.

June 23.—There is nothing much beyond the usual routine of events occurring for the past week in this immediate locality.

John P. Sullivan, of this city, purchased of the underwriters, a day or two since, the schooner Millard Fillmore, which was rescued last fall at Waugoschance in a demoralized condition; the price paid to be \$1,200. She was built at Buffalo in 1856 by Bidwell & Banta, and was of 291 tons burden.

Supervising Inspector Cook has prohibited the use of Shipman's marine engines in steam yachts. His chief objection is that they use kerosene oil as fuel, which is forbidden by law.

The tug Kitty Haight went to the relief of the propeller Arctic which grounded during a fog at St. Clair flats, and pulled her off.

The schooner Gerritt Smith, which was partially wrecked last fall on Lake Huron, has been transferred to the Detroit Tug and Transit Company.

The Detroit & Windsor ferry steamer Excelsior, Captain Wilkinson, took a scot down to Toledo the other day. Just as he was leaving that port on his return he observed the revenue steamer Fessenden approaching, and of course, gave her the usual salute of the whistle which was not responded to, and probably was not heard. On the Excelsior's arrival at Detroit she was boarded by a customs officer by a telegram order from the Fessenden, on complaint of not sounding the whistle, and that she be fined. Captain W. has the evidence of those on board that his whistle was sounded, and the owners say they will not pay the fine. Thus the matter rests for the present.

Through towing is not of uncommon occurrence even in these hard times, and this too, regardless of distances. Fancy a tug passing from one extreme of the lakes to the other with a tow of vessels. In a short time there will be but little need of able seamen. A captain, mate, man at the wheel, with a lookout forward and a few roustabouts will be all that are required to complete a crew.

F. W. Wheeler, ship builder at Bay City, was in this city the latter part of the week, on business matters.

The lumber shovers at this port, known as the upper and lower gangs, have formed a union to maintain a scale of rates, and no longer manifest opposition toward each other.

The steambarge Kitty M. Forbes has received a new wheel at this port.

The new steamer Mascotte came up from Toledo for new wheels, and has returned.

The old barge Plymouth Rock has been taken from here to Algonac for rebuild. She has been thirty-three years afloat, and was for many years a fine schooner.

The propeller Nashua is freighting copper from Hancock, Lake Superior, to Buffalo.

The barge Gibraltar, bound for Port Arthur, called here the other day, leaking badly, and was taken into the Detroit drydock. She has been thirty-three years afloat, and is owned in Canada.

The propeller Wisconsin has come out of drydock, her iron work completed. She is now undergoing some alterations and improvements which will detain her a few days longer. An additional spar has been placed in her abatt her smokestack. The hull has been painted green instead of black as formerly, with white upper works, and withal her appearance is far more comely. Considering the extent of the Wisconsin's injuries, the completion of her repairs in the short space of four weeks, two weeks in advance of the date named for their completion, is remarkably quick work, and the Detroit Drydock Company has scored another point in its record of quick work.

The tug Frank Moffat passed up with the schooners Our Son, F. W. Gifford, Amerlea, and West Side, whose combined tow bills amount to \$517. This is considered by tugmen to be one of the best tows of the season.

The schooner Geo. C. Finney has arrived here with a cargo of slabs from Lake Huron. Verily, here is a change and further evidence of low rates and hard times. There is a considerable quantity of timber arriving here by cars for shipment east, and already a few cargoes have gone to Lake Ontario.

Charters at this port have not materially changed since last week. Wheat, Detroit to Buffalo, 1½c. The schooner Unadilla, owned at this port, was chartered for coal, Toledo to Milwaukee at 60c.; schooner Mineral State, ore, L'Anse to Detroit at \$1; lumber, Alpena to Detroit at \$1 per m.; schooner W. H. Rounds, wheat, Detroit to Oswego at 4c.; schooner F. C. Finney, wheat, Detroit to Ogdensburg, 4½c.; schooner William Home, wheat, Detroit to Buffalo at rate above noted.

The immense raft, en route from Lak

Superior to Tonawanda, as noted in my last, with tug Winslow, came to grief on entering the St. Clair river on Saturday, striking the Grand Trunk slip and separating. It was soon after reconstructed and proceeded on its voyage.

The schooner Pandora, which twice stranded on Fighting Island the early part of last week, again found the same place on Saturday, and was released by the tug Bob Hackett.

The schooners Oriental and S. Neelon have just left here, laden with timber for Garden Island, and the schooner J. G. Worts will load next.

A matter which came under the notice of the courts a short time since, showed the importance of a log book on every vessel, to settle questions of general average, insurance, salvage, and other controversies, yet there are many vessels neglectful in this respect.

The oldest sail loft in Detroit is that known as Bloom's, established here by John Bloom in 1835 and still managed by Nelson Bloom, his son. The elder Bloom equipped the first full rigged brig at this port, having to go to New York city for his material. He also started the first ship chandler's store in this city, and continued both occupations for upward of thirty years. He died May 29, 1882, far advanced in years.

The schooner F. C. Leighton is undergoing thorough repairs at the Detroit drydock, and the dredge General Meade is being overhauled.

The United States steamer Warrington, Captain Scott, is taking on supplies for the new lighthouse at Sand Beach.

The schooners Blazing Star and M. P. Barkalow have arrived with coal.

Yesterday the steambarge Enterprise stranded on Walpole Island, and the tug John Martin left last evening to release her and consort.

The hard times have caused the steambarge Ada Allen to retire for the present.

J. M. Jones & Son, ship brokers, have removed their office to the foot of Woodward avenue.

Murphy Brothers, of this city, received instructions from Buffalo to send assistance with wrecking apparatus to the schooner S. V. R. Watson, ashore in Keweenaw Bay, but since learned that she had been released. The tug Gladiator was dispatched last evening on that mission.

The steambarge Victoria is receiving thorough repairs at this port. She has been ashore all winter near Port Frank on the Canada side of Lake Huron, and met with rough usage. When ready she is under contract to carry supplies for the construction of the Colchester reef lighthouse.

The union of lumber shovers at this port will in future charge 18c. per m. for handling inch lumber, and from 22c. to 30c. for bill stuff.

HALL.

CLAYTON.

Special to the Marine Record.

June 22.—Michael Baltz, of Brooklyn, N. Y., has patented a hand propeller for small boats.

The schooner Sea Gull stranded at the head of Wolfe Island last week.

The steamer Magic was out on Johnson's ways for a new wheel last week. She will run in place of the steamer Maynard which is being repaired at Ogdensburg.

Some of these days that steamer Corsican, which goes bucking around the river, knocking over smaller craft, "hogging" the wharfs and squeezing everything to the bank, will kill herself against some boat with a captain who has the sand to hold the right of his share of the river.

Stewart Brant is putting up the engine of the steamer Ontario. She gives an excursion to Ganauque on the 25th for the benefit of the hook and ladder company.

The schooners Daniel Y. Fort and Hartford passed up last Friday.

The steamer Anna Laura, owned by Col. S. B. Hance, of Cape Vincent, has been fitted out for the summer season.

The steamer Maud had a large excursion on Saturday.

The steamer St. Lawrence broke the middle pin in her walking beam. The steamer Princess Louisa was sent for her passengers, and the St. Lawrence was taken in tow to Kingston for repairs, but will be on the route Tuesday, the Junata taking her place in the meantime.

Sunday was a big day for Clayton. Two trains of sleepers came over the N. Y. C. and U. & B. Railroads, bringing some fifteen hundred of the G. A. R., from different parts of the west, to meet at Portland, Me., via the St. Lawrence river. The steamer Cultivateur of Montreal, and the steamers Margaret and Corinthian were here to take them down the Rapids. We hope no accident will occur during the trip down the river.

B

SAGINAW.

Special to the Marine Record.

June 23.—The tug Nat Stickney has received a new valve to her steam chest at Bartlett & Company's Works, and Friday night, through the courtesy of Mr. W. S. Carlin, about twenty-five of our business men and their wives, enjoyed a moonlight excursion to Saginaw Bay and return. Music was on board, and dancing indulged in and a pleasant time had generally. The Mocking Bird whistle, operated by Captain Wm. Fuller, was one of the features of the occasion.

The schooner Pewaukee arrived here on Thursday, and is taking on a cargo of hard wood for Cheboygan, Wis. Captain Peter Stewart made the charter.

The tug Willie Brown has been engaged by the Boom Company to tow logs for some time to come.

The steambarge J. H. Prentiss, owned by Messrs. Lewis D. Sanborn, of this city, and J. H. Prentiss, of Saginaw City, and built at a cost of about \$25,000, arrived in the river Thursday night, in tow of the propeller Oswegatchie, having been successfully launched at the Craig yard. Trenton, on Monday, June 15. The Prentiss, named in honor of one of her owners, is 193 feet keel, 33 feet beam, and 12½ feet depth of hold in the shallowest place. The craft is diagonally iron strapped, is a staunch and well built boat, and is a credit to the Saginaws, her owners and the builder. She is destined for the ore and grain trade, but the machinery will not be put in until fall. This summer she will be used in the Saginaw and Buffalo lumber trade, a consort of the Oswegatchie. The capacity of the Prentiss as a lumber barge is 700,000 feet.

The barge Mary Stockton left the river Monday, bound for Sacketts Harbor, with 330,000 feet of lumber from this port. The Stockton made a similar trip last year and never returned during the season at all, having waterlogged and otherwise got badly broken up. It is hoped she may have better luck this time.

Captain Zach Lapham and the barge Sunbury, arrived in the river Saturday from Cleveland with 200 tons of coal for the Boom Company.

The tug Nat Stickney, it will be remembered, has a whistle that is twin brother to the Tom Dowling in point of shrillness and unearthly tone. The captain says that on their recent trip to Kingston, Ont., they had to pass through the Welland canal and as every few miles they came to a lock the whistle was frequently brought into requisition. The Canucks never heard one like it before and probably never want to again. Some of the farmers in that vicinity thought Rell's Indians were attacking them, and Poundmaker's braves, with the orthodox, wild yell, were about to make a descent on their homes. Others thought the Prince of Darkness was announcing himself, and it aroused all sorts of superstitious fears among those who felt they owed him allegiance.

Captain Harry May, of the schooner Star of the North, sailed in the river to-day, from Port Huron, where he has been discharging a cargo of coal. Captain May says that with these hard times he takes a load for any place and the Saginaw lumber trade "mocks gon nixouse mit de band wagon." SHAW.

KINGSTON.

June 20.—The propeller D. R. Van Allen, which went ashore near Brockville but managed to free herself, was misled by a tug and dredge which went to anchor in the Sand Bay with their slide light up. The pilot of the Van Allen saw the lights and supposing the boats were in the channel steered to clear them.

The "Haskell Shoal," near the Sisters Light, will only be marked for the present. It is probable that through traffic on the Rideau will be resumed on Monday next the break in the locks at Hog's Back having been completely repaired.

The steamer Chieftain having on board Calvin & Son's steam pump left for Lachine last evening to work on the barge William which is lying at the bottom in Lachine canal.

AMHERSTBURG.

June 22.—The tug Torrent, while towing a raft down the river, Thursday of last week, blew out the head of her cylinder near Amherstburg. The tug Onelda took the Torrent back to Detroit, and the steamer Excelsior towed the raft to Toledo.

U. S. Judge Matthews has decided the Horn-Schulenburg case in favor of Schulenburg. Mrs. Horn claimed that she transferred the steamers Garland and Excelsior to Schulenburg on the verbal agreement of the latter to pay her \$25,000 and assume all the liabilities on the boats.

The schooner Grace Amelia went aground near Malden yesterday. The tug Bob Hackett is working on her, and it is thought she will be released to-day.

FRANKFORT.

Special to the Marine Record.

June 23.—The well known wrecking tug Leviathan was in port the 17th, with the intention to raise the old sunken propeller City of Boston, of the Northern Transportation Company, lost near Herring creek, four miles south of Frankfort, about ten years ago, but could make no satisfactory arrangements with the owners and postponed the job. The Leviathan was built at Buffalo in 1857, is 232 44 gross, and 129.05 net tonnage; now owned by Wolf & Davidson and Captain Kirtland, of Milwaukee. She has two engines 24x26 and two propeller wheels and is a most powerful craft. She is fully equipped with pumps, hawsers, etc., for wrecking purposes. Captain Kirtland is in command.

The small tug Jay, recently sold to Manistee, was ran into and sunk at that place by the steamer F. & P. M. No. 1, last Monday; loss, \$600. Steam ferry Sharley Butler has gone to Manistee to take the route of the sunken tug Jay until a new craft can be built to take her place. Tug Jessie Slyfield has taken the Butler's route as ferry on Betsy lake.

The schooner Westchester, ashore and in bad shape on Plum Island in the Door, is an old timer. She is 145 tons burden and was built at Huron, Ohio, in 1846.

The tug John Smith, of 11.73 tons burden, 7.36 net, nominal horse power 15, has come from Manistee, and will be used as a fishing tug at this port. She is a fine craft, built at Manistee in 1876.

The tug L. Q. Rawson caught fire while outside near South Manitou Island on the 15th. The fire had made considerable progress when Engineer Robinson turned on the pony pump and nearly filled the hold with water before it was extinguished. The fire originated under the boiler and between the ceiling and could have been a serious affair. As it is, the damage was but small.

James Pendleton, an old sailor of this place, has been informed that there is some prize money due him at Washington, but in order to obtain it he must have some witnesses who were shipmates with him. In 1861 he was first mate of the bark Shepherd, then lying in Chicago harbor, when he left her to answer to the country's call for aid, and entered the United States marine service. He was carpenter of the United States gunboat Essex, Com. Porter, of the Mississippi squadron two years and a half. He was in her when she made the famous run past Vicksburg batteries, and was on board when she blew up. He was also on other river expeditions. He is anxious to find some former shipmates.

Charles S. Collier, our efficient harbor master, has been ordered to superintend the building of the government work at Ludington harbor, showing that the powers that be have full faith in his ability as a good reliable man for that work.

Frank B. Case, who served as cadet midshipman on the United States steamer Monongahela in the Asiatic squadron; also was assistant navigator on the United States man-of-war Alliance, in search of exploring steamer Jennette, the result of which service in the Arctic region caused color blindness, is now settled at Benzonia, our county seat, as a lawyer, and is prosecuting attorney for Benzle county. BURMEISTER.

TOLEDO.

Special to the Marine Record.

June 22.—The Laketon and barges left for Saginaw to-day.

Steamer Mascotte arrived from Detroit yesterday morning, where she had been for two new wheels.

Tug Colton is cleaning boilers. Propeller Germania, with barges, arrived from Bay City Saturday.

Steamer Rube Richards and consort Mary Richards, steamer S. E. Sheldon and consort Ely, are at the Columbus dock, loading coal for Milwaukee, and propeller Calumet and consort Ironore are at the Columbus dock to load coal for Duluth.

Steamer Massasauga, which has been running from Toledo to Presque Isle, left for Marine City this morning.

Schooner J. R. Pelton is loading lumber for Buffalo.

The past few days has brought us a large fleet of coal laden vessels from Buffalo, and in the canal are the schooners Lafrinier, Ganges, Mary Copeley, Seaman, John Tibbits, C. B. Benson, Atmosphere, and A. P. Grover.

In grain freights there is nothing doing. Coal to Lake Michigan ports is offering at 60c. to Milwaukee, and Sheboygan, and 55c. to Green Bay. J.

ESCANABA.

June 19.—The schooner C. P. Minch, in beating out of the harbor this morning, missed the stays and went on Portage Bar, but was pulled off by the tug Owen, of Escanaba.

BAY CITY.

Special to the Marine Record.

The barge Norway, on her last trip down, leaked so badly that a man from each of the barges in the Tempest's tow was taken aboard to man the pumps, and it was with great difficulty that the boat was kept from water logging. The reason of the leak is that during the winter she had been partially hauled out, considerable new work done, and the stern that remained in the water was not calked at all, which should have been done in drydock. But her owner, who is a land sailor, thought she would "take up." He has now come to the conclusion that it takes up a great deal of time at the pumps, and will probably dock her.

The tug Record brought in the barge Amaranth on her last trip.

The yacht Cora K. D. is now engaged in raft towing, waiting the opening of the season at Point Lookout.

The steam yacht Laura M. is picking up considerable cash from excursions around Helsterman Island, the new summer resort.

The Canadian schooner S. Neelon loads square timber in the river this week for Kingston parties.

The tug Maytham has been engaged to tow 4,000,000 feet of logs to Saginaw City from the Rifle river.

DeWitt C. Brown, tug collector, with Hollywood & Sharpe, has again received the contract for placing the can buoys and stakes at the entrance of Saginaw river.

The electric light on the Third street bridge has been exchanged for an ordinary lamp, the county bridge committee not caring to pay for any more schooner rigging, as they were compelled to in the case of the recent collision of the W. T. Chappell; captain said that the light so dazzled him that he could not see the bridge at all.

Seventeen tugs at the dock at one time and nothing to do. What is the business coming to? One tug owner recently told me that his boat had hardly paid her fuel bill and captain's wages.

The schooner Senator Blood shipped a new main mast at the Hobson stone derrick on Saturday last.

The propeller A. A. Turner and tow, and Mineral Rock and tow came in Saturday for Buffalo lumber.

Henry North, the skipper of the tug Waldo A. Avery, who recently took the law into his own hands and assaulted one of his deck hands, Washington Ammerman, on the high seas, gave bonds last week for his appearance in the United States district court at Detroit at the next term. It is said that North is to be made an example of, and that this pummeling process must be stopped. Bullying on the high seas is beginning to be a thing of the past.

The tug E. M. Peck returned on Wednesday night from up the Huron shore. She went to a point about three miles north of Sand Point to pull off the schooner G. R. Wilson that went on the beach during the northerner on Monday last. She is now in Whitlaw's drydock for repairs.

Captain Robert Burnham, owner of the steam yacht Jennie Sutton that was taken from this city last fall to New Orleans, and who had the misfortune to lose both hands in an explosion at Honduras in April last, has made arrangements for an excursion for his benefit, over the F. & P. M. R. R., to Detroit, on Monday next.

The sail boat Point Lookout was stolen from Whetstone Point a few nights ago. As Hank Farrington and Dick Burke, who broke out of the Tawas jail last week, were seen in that vicinity Wednesday morning, it is supposed they took the boat and escaped to Canada. The boat was owned by A. F. Van Helmel, of this city, and was valued at \$200. SHAW.

FAIRPORT.

The schooner John J. Hill arrived here yesterday from the Islands with a cargo of stone. During the night, as the gale increased, an attempt was made to put the schooner in a more secure place. In doing so she struck some hidden obstruction and sank almost immediately. She lies in the river against the east pier and opposite the life-saving station. A diver and steam pump will be required to raise her. There is a large hole above in her bottom.

PORT ARTHUR.

June 18.—The Sentinel says the steam yacht Evangeline, belonging to the Bishop of Algoma, is in the Owen Sound drydock. James Ganley bought the tug Othello for \$1,000 and will take her to Lizard Island fishery, Lake Superior.

ERIE.

Captain Lauch, keeper of the land light-house, has been relieved by F. A. Muler, who comes from Conneaut, Ohio, under promotion in pursuance of the transfer of the light keeper to the navy department. The land light has received its supplies and will be lit at once.

BUFFALO.

Special to the Marine Record.

Mr. L. Dimick of the Continental insurance company has received the advice that the schooner Grant, of Port Burnwell sunk near Bowmanville on the Canadian shore of Lake Ontario. She was laden with coal and went down in deep water. She was valued at \$53,000 and insured for 2,500.

Canal freights continue to rule at the old rate of 8 cents on wheat and 2½ on corn.

Captain McLeod has gone to assist in the release of the schooner S. V. R. Watson, ashore on Huron Point and Captain John Rice has gone in the same capacity in relation to the J. G. Maston ashore on South Fox Island. The Watson is owned by J. G. Cramer of the Tonawanda, and was insured for \$14,000. She was built in Cleveland by Peck in 1862 and rebuilt in 1875; is 515 tons burden and classed A2 valued at \$16,000.

The revenue cutter Haze will get new steel sheathing on her bows at the Union dock.

Lake receipts last week included 1,466,970 bushels grain, all corn and wheat, and 97,410 barrels flour. Grain shipments by canal amounted to 1,068,560 bushels. Coal shipments by lake for the week were 68,620 tons, and so far this season 363,330 tons.

Hingston & Woods, the Buffalo dredgers, have taken a large contract for widening the lock and approaches of the Morrisburg canal in the St. Lawrence below Ogdensburg. They expect to be engaged there all season. This canal is one of the system by which vessels pass round the rapids and reach Montreal. Canada is making great effort to control the grain carrying trade but it does not matter as long as it is done in American bottoms.

The propeller Potomac, which was burned last fall has been transformed into a barge and is now ready for business.

There has been greater activity in coal freights and the rate has again been raised to 65 cents, which the new steel steamer Tioiga gets on her first cargo to Chicago. The Tioiga will make a trial trip on Saturday.

Wallace Hill, the keeper of the dummy light on Horse Shoe reef was to-day transferred to the position of keeper of the new Niagara range lights about to be put on above the International bridge. Jeremiah Cummings, his assistant, has been given the position of principal keeper.

A dispatch on the 22d from Captain J. H. Markey, of the barge Little Wissahickon, dated Erie, stated that the tow of the propeller H. S. Hubbell, which left Buffalo on the night of the 21st had broken up, inquiring if the Hubbell was here. The Wissahickon had made Erie safely, but was not informed of the whereabouts of the rest of the tow, which consisted of two other barges. It is thought that the gale drove the Hubbell under Long Point, where she is doubtless safe. I.

STURGEON BAY.

June 22.—The crew of the Westchester arrived here to-day. They have stripped her and say she will be abandoned, but the tug Leviathan is still working on her. The tug John Latham has gone to her with a lighter to unload her deck, and with a steam pump, and will undertake to get her off. She is filled and her bottom thought to be in a bad shape. She is owned by N. N. Cromwell, who bought her on May 1 of Latham & Smith.

The schooner Lucinda Van Valkenburg ran into Whitfish Bay for shelter. She struck the reef off Beaver Island and is leaking badly. She cleared this noon, and will attempt to make Chicago without assistance.

The propeller G. T. Burroughs has arrived at Bailey's Harbor with scows to be used in the release of the schooner Gypsy by the tug Leviathan.

June 23.—The propeller C. M. Charnley, and the tug John Leatham, arrived here this evening from Plum Island with the schooner Westchester in tow. The damage is small and she is not leaking much. Reports from North Bay say the Leviathan is making good headway on the wrecked schooner Gypsy, and expects to get her off to-morrow if the weather remains good.

CHEBOYGAN.

June 22.—The schooner J. G. Maston, laden with ore, is stranded on the north side of South Fox Island, and is apparently in bad shape. She received the full sweep of the recent west and northwesterly gales. The Keystone and Ogden are at Manistique. SAUGATUCK.

June 22.—The schooner Albert D. Smith of South Haven struck the south pier while making this port during last night's storm ripping her foresail badly and staving in the starboard bulwarks and smashing the rail on the lighthouse. She is bound for Muskegon.

CHICAGO DRY DOCKS.

At the Chicago drydock the schooner Tracy was in to have a leak stopped; the propeller Jarvis Lord is getting a new main mast; the schooner Saveland a new top-mast, new sprit sail yard and some rail, stanchions and bulwarks; the schooner A. P. Nichols a new jibboom, bowsprit and stem. The scow White Oak went into dock to get a leak stopped.

At Miller Brother drydock the tug Commodore was in to have a leak stopped; the steambarge J. C. Kershaw for a new wheel; the steambarge Emma E. Thompson got her stern bearing and shoe fixed; the scow Planet, schooners Henry Cowles, Pensaukee, Duseman, Geo. C. Finney and Jack Thompson, the propeller J. L. Hurd and tug Thomas Hood got some repairs.

Miller Brothers are building a handsome sloop yacht, 50 feet over all, 16 feet beam, 5 feet depth of hold. They will complete her and enter her to sail in the Chicago yacht club races next month, when no doubt she will sail as well as the best of them.

NAUTICAL NOTES.

The damage to State street bridge Chicago is now estimated at \$2,000 by the city engineer.

The total amount of canal tolls to be taken off by the Canadian government is set down at \$25,000 or \$26,000.

Chief Naval Constructor Mintonve, of the Brooklyn navy yard, says that work on the two new steel cruisers will be begun soon after July 1.

Over 800 vessels have arrived in Chicago during the present month, and nearly that many have cleared from there. Not so bad for dull times.

The schooner Belle Mitchell on her last trip from Grindstone Island to Chicago had a cargo of paving stones, the freight on which amounted to over \$800.

The Inter-Ocean says: The Washington correspondents are having a good deal of fun with Mr. T. Coughlin because he familiarly calls President Cleveland "Grove." Mr. Coughlin is working to get Supervising Inspector Cook's place.

The tug Leviathan has gone to recover the machinery of the propeller City of Boston sunk near Frankfort about nine years ago, and will then attempt to raise the schooner Gypsy, ashore at North Bay since last fall, and tow her to Milwaukee.

The tug Mixer has again made her appearance in the harbor almost a new boat, having been rebuilt by Captain Davis. She will be commanded by Captain Bass, late of the Puritan. Mr. John Painter will have charge of the engine.—*Kingston News*.

Larsen Brothers have just completed the hull of a steam launch for C. P. Willard & Co., 35 feet long, 8 feet beam, 3 feet 6 inches depth of hold. She will be named the Leon.

Larsen Brothers, yacht and boat builders, will launch a sloop yacht this week, 22 feet over all, 7 feet 6 inches beam, 2 feet depth of hold. She will be entered in the Phoenix yacht club, a club recently formed at Chicago, of which C. Larsen is a member. She is an excellent model and will be named the Little Ina.

A list of mercantile marine steamers taken over by the English government as armed cruisers gunboats and tugs, gives the total number of vessels chartered as 135, with a registered tonnage of close on 800,000 tons and a carrying capacity of more than 400,000 tons. It is estimated that the amount paid by the government for the hire of these steamers is at least £200,000 or \$1,000,000 per month.

It is said that Supervising Inspector Cook will stop the further use of the shipman marine engine which is being largely used by small yachts. The fuel used is kerosene, which is conveyed through a tube leading from the forward part of the boat to the engine. Inspector Cook says the craft carrying these engines are peculiarly liable to accidents by fire endangering larger crafts which may be near them at the time.

Mr. Henry Block of Block & Company, marine engine builders at Grand Haven, Mich., purchased in Chicago the outfit for a new pleasure boat built at Grand Haven for Mr. Bradley of Muskegon. His firm are just now putting the machinery in a new pleasure boat recently built by Randall of Chicago, for Graham Brothers & Morton of Grand Haven. The boat is a very fine one, measuring 65 feet over all, and is called the Belle.

The barge rebuilding from the remains of the old propeller Plymouth at Algonac was launched on Saturday. She will be called the William Baker in honor of her controlling owner. Others interested in her are J. P. Harow, of Algonac, and S. P. Tozer, of New Baltimore. She will be the consort of the Chauncey Hurlbut during the remainder of the season. Her dimensions are: keel, 213 feet 4 inches; beam, 35 feet 2 inches; length over all, 221 feet. She has a carrying capacity of about 50,000 bushels of wheat.

Fifty-one vessels and steamers arrived at the port of Alpena during the past week, of which thirty-three reported at the Custom House. Those that reported carried lumber, etc., as follows: To Toledo, 2,805,000 feet of lumber; to Cleveland, 2,120,000 feet of lumber and 500,000 shingles; to Detroit, 1,967,000 feet of lumber, 50,000 lath, and 50,000 shingles; to Buffalo, 1,535,000 feet of lumber and 2,500,000 shingles; to Chicago, 1,153,000 feet of lumber and 19,500 cedar posts; to Sandusky, 350,000 feet of lumber; to Huron, 99,000 feet of lumber. Total shipments of lumber for the week 10,029,000 feet being the largest week's shipment.

HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

Written for the Marine Record.

CHAPTER XXII.

On October 12, 1836, the total amount of the registered tonnage on Lake Erie, reckoning vessels of every description navigating the lake, was 24,045.76 tons, consisting of 45 steamboats, with an aggregate tonnage of 9,016.56 tons; 2 ships, 7 brigs, 1 barque, 47 sloops, 144 schooners, and 10 schooner scows, amounting in number to 256.

The Buffalo district had registered 13 steamboats, 2 ships, 3 brigs, 1 barque, 41 schooners, 1 sloop, and 10 schooner scows; the steamboat tonnage aggregating 2769.61 tons, and the tonnage of all classes 8,541.09.

Detroit district had 17 steamboats, 3 brigs, 43 schooners and 37 sloops; the steamboat tonnage aggregating 2,694.93 tons, and the total tonnage of all classes 6,708.73 tons.

Cleveland district had 4 steamboats, 1 brig, 39 schooners, and 3 sloops; the steamboat tonnage aggregating 1,488.26 tons, and the total tonnage of all classes 4,518.33 tons.

The Sandusky district had 4 steamboats, 9 schooners and 6 sloops; the steamboat tonnage aggregating 986.67 tons, and the total tonnage of all classes 1,792.75 tons.

The Presque Isle district had 4 steamboats and 7 schooners; the steamboat tonnage aggregating 1,105.37 tons, and the total tonnage of all classes 1,562.29 tons.

The Miami district had 3 steamboats and 5 schooners; the steamboat tonnage aggregating 571.72 tons, and the total tonnage of all classes 927.57 tons.

To the above total tonnage add 5,950 tons, for seventeen steamboats which were building at different ports on Lake Erie, averaging 350 tons each, and the tonnage is increased to 29,995.76 tons, without making any allowance for sloops and schooners building at the same time in different ports. The number of men employed on these vessels was estimated at over 5,000.

TONNAGE BY DISTRICTS.

The following shows the name, tonnage, and district where owned, of nineteen of the larger steamboats navigating the lakes in 1836:

DETROIT.		
Name.	Tonnage.	Master.
Michigan.	472	A. Allen.
Monroe.	341	L. H. Colton.
Uncle Sam.	220	G. R. McKenzie.
Niagara.	210	Charles Burnett.
SANDUSKY.		
Sandusky.	377	T. J. Titus.
United States.	366	A. E. Hart.
BUFFALO.		
Lewitt Clinton.	413	A. H. Squier.
Danie Webster.	358	Morris Tyler.
General Porter.	342	Walter Norton.
New York.	325	R. C. Bristol.
Chas Townsend.	312	S. Fox.
S. Thompson.	241	Enos.
MIAMI.		
O. H. Perry.	352	D. Wilkeson.
CLEVELAND.		
Columbus.	391	A. Walker.
North America.	368	J. L. Edmunds.
Robert Fulton.	368	Robert Hart.
PRESQUE ISLE.		
Thos Jefferson.	428	Thos Wilkins.
Pennsylvania.	305	J. M. Lundy.
Wm. Penn.	251	— Burnhams.

Outside of the foregoing there were also in commission, the steamers Ohio, Captain P. Shanholdts; Detroit, Captain J. H. McQueen; Delaware, Captain John Shook; Governor Marcy, Captain Sam Chase; Andrew Jackson, Captain S. F. Atwood; General Brady, Captain John Burtis; General Gratiot, Captain John Robertson; Minnisetuck (British) Captain Wright; Thames, Captain G. R. Williams, and others of a lesser denomination on short routes.

West of Lake Erie there were but two collectors' districts, Detroit and Mackinac; but the coasting trade was principally connected with the former.

In 1818 there were entered at the port of Detroit, 3,501 bbls. of flour, 2,843 bbls. salts, 1,948 bbls. whisky, 888 bbls. pork, 295 bbls. fish, 693 firkins butter, 5,062 bu. corn, 1,042 head beef cattle, and 1,435 fat hogs.

There were cleared from the same port during the same year, bound principally to the military stations on Lakes Huron and Michigan, 2,024 bbls. flour, 1,282 bbls. salt, 758 bbls. cider, 1,478 bbls. fish, 105 bbls. pork, 304 bbls. beef, 453 bbls. whisky, 153 firkins of butter, and 1,280 bu. corn. All merchandise came chiefly from the city of New York.

The capital invested in steamboats at Buffalo in 1836 was \$1,000,000. The expense of running these boats at that period, performing regular trips through the lakes, including wages of men, wood, provisions and ordinary contingencies, was from \$100 to \$150 per day each. The amount of wood consumed by a steamboat during a trip through the lakes and back, was from 100 to 300 cords, averaging probably 150 cords. Each

boat performed from 30 to 35 trips in a season, and of course consumed 5,000 cords of wood. The whole amount consumed by 24 boats, the number usually engaged, great and small in regular trips through the lakes, would be 120,000 cords. The smaller boats and those employed upon the river, used probably 30,000 cords, which would make the whole amount consumed during an entire season, 150,000 cords. The price of wood varied in different ports from \$1.50 to \$2 per cord, average, \$1.75, making the average cost of wood consumed by steamboats, over \$250,000 a year.

The number of hands employed on steamboats, running through the lakes, were from 20 to 30 each. The smaller boats employed from 8 to 15 each. The whole number of men engaged in conducting the steamboat navigation in 1836 was about 1000. The wages of men ranged as follows: The Captain received from \$600 to \$1,000 for the season; the first mate, from \$36 to \$40 per month; second mate, from \$18 to \$25; steward, \$25 to \$35; engineer, \$50 to \$90; wheelman, \$15 to \$20; firemen, \$18; sailors, \$16; first cook, \$25; second cook, \$18; third cook, \$10, and other hands from \$10 to \$15.

Ship and boat building was carried on at Buffalo, Erie, Conneaut, Ashtabula, Fairport, Cleveland, Charleston, O., Vermillion, Huron, Sandusky, Miami, Monroe, Detroit, Mt. Clemens, on the St. Joseph, and several points on the eastern and western shores of Lake Michigan.

Of the more prominent sail vessels employed in 1836 there were two full rigged ships, the Julia Palmer, Captain R. Wagstaff, and the Milwaukee, Captain William Dickson, each upward of 300 tons burden. Brig Neptune, Captain John Sims; barque La Porte, Captain Chandler; brig John Kenzie, Captain Baker; brig Illinois, Captain James Shook; brig Indiana, Captain Augustus McKinstry; schooner Conneaut Packer, Captain Chas. Younglove; schooner Ann, Captain W. H. Barse; schooner Lodi, Captain David Ewing; schooner Indiana, Captain Hartford Joy; schooner Nancy Douseman, Captain Sadliff; schooner Merchant, Captain Fred S. Miller; schooner Florida, Captain Boomer; schooner Minerva, Captain Chas. Marsh; schooner Rochester, Captain Lindsey; schooner Baltimore, Captain I. T. Pheatt; schooner John Grant, Captain John Haggerty; schooner Wabash, Captain O. Salisbury; schooner J. G. King, Captain Chauncey Stillman; schooner Alabama, Captain Weeks; schooner Owanungh, Captain Augustus Todd; schooner White Pigeon, Captain C. W. Newhall; schooner United States, Captain H. Fearson; schooner Victor, Captain C. Ripley; schooner General Harrison, Captain Dan McQueen; schooner Texas, Captain Morgan Edgcomb; schooner Atlas, Captain Thayer; schooner Rainbow, Captain Daniel Fuller; schooner Savannah, Captain John Vall; schooner J. A. Barker, Captain Con Allen; schooner H. Roop, Captain Gould; schooner Erie, Captain McColley; schooner Benjamin Barton, Captain Charles Ludlow; schooner Young Amaranth, Captain Case; schooner Michigan, Captain G. W. Floyd, and others less conspicuous.

On Lake Ontario there were upward of 20 steamboats in operation, calling and plying to and from Ogdensburg, Sacketts' Harbor, Oswego, Genesee River, Lewiston, beside various ports on the Canada side. Sloops and schooners also run from these various ports, through the Welland canal, into Lake Erie, and thence to all the upper lake ports, largely patronized by emigrants, and well freighted with merchandize. The charges for passage by steamboats on Lake Ontario were as follows: From Ogdensburg to Lewiston, \$8; from Sacketts' Harbor or Oswego to Lewiston, \$6; from Genesee River to Lewiston, \$3. These charges were for cabin accommodations, while for those taking deck passage the rates were usually one-third less.

On the Erie canal there were about 3,000 canal boats employed, leaving Albany almost every hour, affording facilities to emigrants to convey their families and property at a small expense. Between what was known as the packet and the line boat there was but little choice, except that the former moved four miles per hour and the latter three miles per hour. The price of passage by a packet boat, including meals from Albany to Buffalo, was \$14.52; on a line boat, 1½¢ per mile for passage, or 2½¢ a mile, including meals, making for a passage the whole route, in the former case, \$5.44; in the latter, including meals, \$9.07. For light goods, from Albany to Buffalo, 75¢ per cwt.; heavy, \$1.00, and furniture 75¢ per cwt. Freight from Buffalo to Detroit, as maximum prices by steamer, for heavy goods was 38¢ per cwt., and for light, 50¢. The price of cabin passage from Buffalo to

Cleveland, was \$6; to Mackinac, or the Sault, \$12; to Chicago, Green Bay, or St. Joseph, \$20; Buffalo to Detroit, \$8; deck, \$3, and so in the same proportion to all intermediate ports. The passage by sail craft was much less.

BURNING OF THE PEERLESS.

The steamer Peerless of the Ottawa Navigation Company's Line, says the Star, took down to Montebello a large excursion party consisting of 240 scholars of the different Catholic schools of Ottawa, for a picnic. On her return at 3 p. m., she reached the wharf there in safety, landed her passengers, and had taken on the greater part of her excursion party for their return home, when an alarm of fire was given. It is said to have originated in the servants' quarters, but so sudden and violent was the outbreak, that the efforts made by the crew and the inhabitants of Montebello failed to subdue the flames, and after having safely landed his 240 passengers on the wharf, Captain Bowie had to run his beautiful steamer to a convenient spot and scuttle her to save the hull and machinery. A strong north-westerly wind aided the flames, and in an hour's time everything burnable on the steamer was destroyed. Very little was saved from the furniture and fittings. Had the fire broken out but five minutes later, when the steamer would have been under way, a frightful tragedy would have taken place. As it was, tied up at the wharf, a panic occurred, and half a dozen boys and a couple of men jumped overboard when they could have more easily walked off on to the wharf. They were all picked up safely. Captain Bowie got off his passengers in good order and with admirable promptitude, and this task probably prevented the saving of much valuable furniture and fittings of the boat. The Peerless was the largest and handsomest boat on the Ottawa river, and was valued at \$90,000. Her passengers left for Ottawa, all safe and well.

At the office of the Ottawa River Navigation Company it was stated that just before the boat reached Montebello one of the waiters had a light in his sleeping room, which is situated between decks in the after part of the steamer. It is supposed, though he denies it, that he left this lamp burning on his table, and that when the boat struck the landing the lamp was thrown to the floor. The fire would then have been burning during the short stay of about half an hour, which the Peerless made at Montebello. It was not noticed at once, because all the crew were on deck aiding in getting the excursion party on board. The steamer was not insured, but is far from being a total loss, the hull, boiler and engines being quite good yet. She will probably be rebuilt in a short time, and meanwhile the running arrangements will not be interfered with, the Princess taking the place of the Peerless.

LITERARY NOTES.

The July ATLANTIC is a strong, bright, and varied number. Although Miss Jewett's story is ended, the other serials by Dr. Holmes and Mrs. Oliphant are at a most interesting point, and Miss Murfree has never shown herself to better advantage than in the present brilliant installment of "The Prophet of the Great Smoky Mountains." Charles Dudley Warner begins a series of papers of horseback travel in the South; M. H. Leonard has an interesting paper on "Southwestern Kansas seen with Eastern Eyes," and Sylvester Baxter describes "A Mexican Vacation Week." There is the usual short story—the cleverest that any magazine has lately had—"The Singular Case of Jeshurun Barker." Some of the other articles are "Childhood in Medical Art," "Garibaldi's Ideas," "A Bit of Bird Life," a curious comparison between passages in "Robinson Crusoe," and the autobiography of an old Massachusetts divine, by E. E. Hale, and an amusing resume of a recent book, by a Chinaman, about China. The poetry is remarkable. Beside other pieces there is a long poem by Whittier, in his best manner, on St. Elizabeth and Elizabeth Fry, and Nora Perry has some pretty verses. Reviews of recent volumes on the Russian Anglo-Indian question, and of other important books, with the usual departments, complete a number full of value and entertainment. Houghton, Mifflin & Co., Boston.

The July HARPER is one of unusually varied interest. It contains the beginning of Howell's new story, "Indian Summer," beside a further installment of Miss Woolson's "East Angels." A new article in the series on great American industries, "A Silk Dress," gives a careful account, with many illustrations, of the manufacture of silk in this country. A paper describing Buffalo has no less than nineteen illustrations of the city of President Cleveland—four of them full page—and is one of the most brilliant of the descriptions of American cities which Harper has from time to time published. "A Day's Drive with Montana Cowboys," by the artist Zogbaum, and a pleasant paper on "Amperand" in the Adirondacks, with pictures of the lake and of the mountain of that name, represent out-of-door life, as does also a series of poems, "Midaummer at Mount Desert," by Mrs. Mace, with illustrations by Harry Fenn. General Butler contributes an article giving the complete history of his yacht America. Art is represented by a paper on the interesting architecture of the Mohammedans in India, with a number of illustrations remarkable for their beauty of detail. Among the stories is an amusing one of "His Royal Highness' Love Affair," illustrated, and another by the humorist Burdette. The frontispiece is a characteristic picture by F. S. Church, of "Pandora."